



1996 AND NEWER VEHICLES

ON BOARD DIAGNOSTICS (OBD II)

REJECTION / FAILURE INFORMATION

WHAT TO DO IF YOUR VEHICLE HAS BEEN REJECTED OR FAILED

STEP 1 - Review your Vehicle Inspection Report (VIR) to determine if your test result was a *Reject* or *Fail*.

STEP 2 - Review your vehicle's warranty to find out what repairs may be covered.

Federal law requires that the emission control systems on 1995 and newer model year vehicles be warranted for a minimum of 2 years or 24,000 miles. Coverage for the on-board computer and catalytic converter (only) is extended to 8 years or 80,000 miles.

STEP 3 - Correct the problem.

STEP 4 - Return to the Clean Air Car Check for a retest.

If any repairs were made on your vehicle, the person who made the repairs on your vehicle must complete and sign the back of your Vehicle Inspection Report (VIR) before you return for a retest. Repair facilities must include their federal id number. Failure to have this form properly completed and signed could result in your vehicle being refused a retest. If your vehicle passes, you can renew your vehicle registration. If your vehicle fails or is rejected, you must repeat the steps in this brochure.

IF YOUR VEHICLE WAS REJECTED...

If your vehicle receives an OBD Test Result of "Reject" you must correct the cause of the rejection prior to returning to the station for a retest. There are two possible reasons for your vehicle to be rejected if it is "not ready" or "inaccessible".

1. Your vehicle's OBD system was not ready.

Each OBD system is comprised of several monitors which evaluate specific aspects of the emission control system. If the monitors have not completed their internal tests, the OBD system is "not ready" to report its status. Problems may be present, but not yet identified. A recently disconnected or discharged (run down) battery, or recent servicing with a scan tool are the most likely reasons for a vehicle's OBD system being "not ready".

For 1996-2000 model year vehicles, we are not able to retest the vehicle if more than 2 readiness monitors are not set. For 2001 and newer model year vehicles, more than 1 readiness monitor not set will prevent us from retesting the vehicle. Check your vehicle inspection report for the specific monitors that were not ready.

In order for the OBD system to become ready, the vehicle should be driven under a variety of normal operating conditions. These operating conditions include a mix of highway driving and stop and go, city type driving, and at least one overnight off period.

The vehicle's owner manual should provide more specific information on getting your vehicle's OBD system ready. Of course, you may also consult a dealership or repair facility in the event that your vehicle's OBD system is not ready.

2. Your vehicle's OBD connector is inaccessible because of alterations made to the vehicle. Possible causes of inaccessibility could be the addition of a stereo or other device that blocks the vehicle's connector. This prevents the inspector from connecting the scan tool to the connector on your vehicle. In this situation, the vehicle must be returned to its original design in order to receive a retest.

IF YOUR VEHICLE FAILED...

Below are possible reasons for failing an OBD test:

→ The vehicle's OBD system connector has been removed or is otherwise not working properly. The OBD check cannot be completed if the connector is missing or is not working properly.

→ The Malfunction Indicator Light (MIL) is not working. The MIL functions to let the vehicle operator know when there is a problem with the vehicle.

→ The MIL light is lit. You may see a "service engine soon" or "check engine" light lit up indicating that there is a problem with the vehicle. The specific Diagnostic Trouble Code (DTC) will be listed on the Vehicle Inspection Report. These DTC's will help your technician diagnose and repair your vehicle.

A qualified, trained automotive service technician equipped with the appropriate diagnostic and repair tools can repair your vehicle.

Depending on your vehicle's age and mileage, repairs may be covered under the vehicle manufacturer's warranty.

1996 and newer model year vehicles are not eligible for minimum expenditure waivers. These vehicles must be repaired and must pass the OBD test.

→ **Gas Cap Failure**

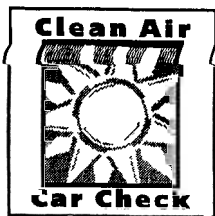
All vehicles require an appropriate and properly sealed gas cap. If the gas cap does not seal properly and allows fuel vapor to leak from the fuel tank, the vehicle will fail this portion of the test. **Obtain a new, properly fitting gas cap and return for an entire retest.**

If your plates are expired, a 30-day plate is available for failing or OBD rejected vehicles that meet BMV requirements.

If you have any questions regarding Clean Air Car Check procedures, please call the toll-free hotline at:

1-888-240-1684





Model Years 1976-1995 Failure Information IM93 or BAR 90 Vehicle Emission Test

Please review this form before making any repairs.

STEP 1 - Review the Vehicle Inspection Report (VIR) to find out why your vehicle failed.

Emission Failure

Your vehicle may have failed because it exceeds one or more of the allowable emission limits.

High levels of hydrocarbons (HC)

Excessive hydrocarbons result from unburned fuel or excessive evaporative emissions.

High levels of carbon monoxide (CO):

This is usually the result of a rich fuel mixture, either too much fuel or too little air is reaching the combustion chamber.

Tampering Failure

If your vehicle was originally manufactured with a catalytic converter and it is missing, disconnected, or damaged, it will fail this portion of the test. *Your vehicle must be repaired and retested.*

Gas Cap Failure

All vehicles require an appropriate and properly sealed gas cap. If the gas cap does not seal properly and allows fuel vapor to leak from the fuel tank, the vehicle will fail this portion of the test. *Obtain a new, properly fitting gas cap and return for an entire retest.*

STEP 2 - Review your warranty.

Federally required emission control warranties protect you, the vehicle owner, from the cost of repairs for certain emission related failures resulting from manufacturer defects and workmanship that cause your vehicle to exceed emission standards. For specific details or questions on your vehicle's warranty, please refer to your owner's manual or contact your dealership.

STEP 3 - Repair your vehicle.

Anyone may repair your vehicle. However, if your 1981-1995 vehicle fails the retest and you decide to apply for a waiver, only repairs made by an Indiana Certified Emissions Repair Shop will count towards the waiver cost limit. A list of Indiana Certified Emissions Repair Shops who have completed specific training for repairing emission failures was provided to you at the time of your test. Additional copies are available at the station.

For 1976-1980 vehicles, repairs are not required to be made by an Indiana Certified Emissions Repair Shop to count towards a waiver.

(r.v.4.30.02)

STEP 4 - Return for a retest.

Before returning for a retest, the person who made the repairs on your vehicle must complete and sign the back of your Vehicle Inspection Report (VIR). Repair facilities must include their federal id number. Failure to have this form properly completed and signed may result in your vehicle being refused a retest.

If the vehicle passes, you can renew your registration.

If it fails again, you should discuss the failure with the repair technician who completed the repairs. The vehicle may need additional diagnostic and repair work before it is retested. Repairs must be made and the back of the VIR must be completed prior to returning for each retest.

Waiver Information

Under certain conditions, your vehicle may qualify for a one-time waiver. The waiver is a temporary exemption from additional repairs for vehicles that continue to fail the test. Therefore, the next time your vehicle is due for an emission check, it must pass in order to be registered. Only one waiver, valid for one test cycle, will be issued for the lifetime of the vehicle.

The following criteria must be met to apply for a waiver:

- The vehicle has failed two or more tests.
- All emission control equipment applicable to your vehicle is present and visually operational.
- Appropriate repairs were made in an attempt to correct the vehicle's emission failure.
- Repairs were performed between two failing tests.
- The vehicle shows an emissions reduction from its initial test to its most current test.
- For 1976-1980 model year vehicles, at least \$75 has been spent on appropriate emission related repairs since the initial failure. For 1981-1995 vehicles, at least \$450 has been spent on emission related repairs performed by an Indiana Certified Emissions Repair Shop. Please note: All original receipts detailing specific parts and repairs made to your vehicle must be presented to station management.

If your plates are expired, a 30-day plate is available for failing or OBD rejected vehicles that meet BMV requirements.



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